

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

VIVE LA REPUBLIQUE!

From the N. Y. World.

Amid the mighty events and stupendous changes which have crumpled the proudest throne of Europe into dust, and to all human seeming, broadened the base and consolidated the structure of another, there arises in the thronged and tumultuous streets of agitated Paris a cry which cannot be heard with indifference on this side of the Atlantic. In all great uprisings for liberty in any part of the world, and especially in every great uprising for liberty in France, our sympathetic citizens have been almost as ardent and excitable as the impulsive and demonstrative people of the French capital.

The whole aspect of this wonderful, this terribly destructive war has suddenly changed, as if by the stroke of an enchanter's wand. Hitherto it has been a war against the French people, if it is continued it will be a war against the French people, presented to interrupt and disable them in erecting the glorious edifice of freedom. The fall of Napoleon is their opportunity, and, unless they are thwarted by Prussia, their triumph. Even if Prussia chooses to make further war upon them, they have no reason to despair. Perhaps it is in the order of Providence that the French republic shall be consolidated by a united effort to expel the invader, by a struggle which will cement the new institutions with a universal and all-diffusive patriotism, and bind them together in their incipient weakness, by unanimous resistance to a great danger. But if the war is to go on, the sympathy of the American people will no longer be on the side of Prussia. No American regrets that Prussia has humbled and dethroned Napoleon; but if she throttles the infant republic and attempts to strangle it in its cradle, she must look for sympathy to some other quarter of the world than the free republic of America. Despots and tyrants may keep her in countenance in so unhalloved an undertaking, but the liberal public sentiment of the whole world will be against her.

WAS NAPOLEON BETRAYED?

From the N. Y. Times.

If the French entered upon the present war with Prussia anything like as well prepared for the conflict as they were supposed to be, the maroon series of disasters which they have encountered seems most unaccountable. The report of Napoleon's insanity, which was current after the battle of Woerth, was supposed to be confirmed by the constant utterance of the Emperor of the words, "I am betrayed," "I am betrayed;" and yet there is much to justify the belief that he has been most woefully deceived. Under the Army Reorganization act of 1868, the French army was supposed to consist of the "Active Army," the "Army of the Reserve," and the "National Guard Mobile," so that its total strength on a war footing amounted to nearly eight hundred thousand men. Four hundred thousand of these soldiers were supposed to be always ready for active service, the reserve of four hundred thousand being available at short notice. Despite these figures, however, the French do not seem to have been able to bring together a force of more than the reputed strength of their regular army to check the march of the German invaders. The inference is irresistible that Napoleon was deceived as to his actual military strength by officers whose interest it has been to obtain large appropriations for troops who existed only on paper.

If the French ever had any system of military spies, its management has been most execrable. While the Prussians seem to have been aware of every contemplated movement of the French, almost as soon as it was conceived, the latter appear to have been utterly uninformed, not only of the plans, but even of the whereabouts of their adversaries. Without any spies, a well-ordered cavalry should have been able to give information of the near approach of such a large body as surprised the forces of Bazaine at the first battle of Metz. Seventy thousand men—the Prussian strength on that occasion—could not have been concealed in barns or orchards; and if the French scouts had been deployed as they should have been, it would have been impossible for the Prussian attack to have been a surprise. In the matter of arms, also, there must have been much deception, for the supply of Chassepots seems to have been most inadequate. So destitute was Paris of all arms that, we learn recently by the cable, a purchaser of three hundred thousand stand of old muskets was induced to sell them back again to the government. In some cases, also, we are informed that in many companies there was only one Chassepot to fifteen men. Many stories, too, are told of the part played by the late French Minister of War, General Lebon, in securing the adoption of the Chassepot as the French arm. It is asserted that Lebon was directly interested in the award of the contract, and that it was by his efforts many superior weapons were excluded from competition. The promptitude shown in accepting General Lebon's resignation in the early days of the war undoubtedly sprang from a conviction that he was not to be relied upon, for MacMahon, equally unfortunate, was retained and trusted. When it is remembered that this Minister of War was second in command to the Emperor, it was indeed base betrayal on his part to deceive a master who had loaded him with honors, and who placed implicit reliance in all his reports.

The French commissariat has also been supposed to be one of the best in the world, but the result shows utter inefficiency in its management. At one time the officers and men of MacMahon's army were reported to be half-starved, and that, too, while their line of communication with Paris was uninterrupted. The Prussians, on the other hand, were abundantly supplied with their war sausages of smoked beef, and their war bread, so that the German troops fared well, even when unable to levy contributions upon the country through which they passed. The more we learn of the actual state of affairs with the French, the more evident it becomes that had Napoleon been fully apprised of the condition of his army, he would no more have dared to declare war in 1870 than he did in 1866, unless he was actually crazy.

THE NEW ARBITER OF EUROPE—THE GERMAN CONFEDERATION.

From the N. Y. Herald.

The power and the glory of the Napoleonic dynasty and of France as the arbiter of Europe are gone. The crowning disaster of Sedan has been as decisive in the displacement of France as was Sadova in the humiliation of Austria. The achievements of the great French leader in building up the power of Prussia are dwarfed by the triumph of his living successor. In 1866, within the short space of six weeks, Austria, with her German allies, was prostrated at Sadova, and the outgrowth of that astonishing campaign was the expansion of Prussia into the North German Confederation. Within less than six weeks, in 1870, from Saarbrück to Sedan, in the most astonishing military campaign of modern times, France has been beaten as she was never beaten before, and one of the immediate results foreshadowed is the expansion of the North German Confederation into the German Empire, embracing all the German family of States, of nearly fifty millions of people, north and south.

We cannot doubt, from the astounding developments and results of this war, that the union of the German States is virtually established under the central government of Prussia; nor do we think that we are overstating the military power thus brought into the foreground in pronouncing it from Sedan the master of the European continent upon

all questions of boundaries, balances, successions, and peace or war among the surrounding States. The only continental power left capable of coping with Prussia is Russia, and even Russia is limited in her capabilities to the defensive advantages of her immense expanse of territory and her resistless frosts and snows. The only power, however, which Prussia, in a defensive war, may now shrink from grappling, is the naval power of England; but England can do nothing to prevent it if Prussia resolves to determine for herself the future eastern boundary of France. The naval power of England will command a hearing in the settlement of the Spanish succession and the affairs of the Roman States and the Pope, and England, Russia, Austria, and Italy combined may save the territory of France from any very serious confiscation. But the main fact still stands forth in bold relief that France as the arbiter of the European continent is displaced by Germany, and that, while Europe has no reason to fear a German empire like that of Charles the Fifth, embracing Spain—the offensive assumptions and aggressions of Louis the Fourteenth and the dictatorial role of the Bonapartes to Germany, Austria, Italy and Spain are no more to be feared from France, nor even the dashing cruelties in behalf of "liberty, equality and fraternity" which distinguished the aggressive fanaticism of the first French republic. In short, with Germany as the arbiter of Europe in the place of France, from the naturally pacific and non-aggressive character of the German people, war will be apt to give way to peace as the prevailing idea of the Continent.

THE CRISIS.

From the N. Y. Tribune.

Never, within the last half century, has a single journal been the messenger of such an immense budget of startling intelligence as the issue of the Tribune which we spread before our readers yesterday. The great results which were secured when Napoleon laid down his sword at the feet of King William are declaring themselves with a rapidity at which Europe stands bewildered. In France, the utter ruin of imperialism has come about with a haste only equalled by the quick campaign in which the Germans have beaten the Imperial armies. The defeat at Sedan has been followed in a single day by the complete annihilation of the system of military despotism which has been for half a generation the standing menace of the continent. Paralyzed at first by the disaster, the Ministry, chosen for its supposed strength, seems to have made one feeble effort to conceal the truth, and then vanished. The people, furious with anger at the Government which has failed them in the moment of danger, have only just begun to learn of what that headlong passion which in former years has stained the revolutions of France, have risen and banished Napoleon from France. They have filled the streets with cries of "Vive la République!" and "Deuance!" to the empire, invaded the Tuileries, torn down the insignia of Napoleon, disarmed the police, suppressed the Senate, dissolved the Corps Legislatif, and borne the imprisoned radical Robefort in triumph from the gaol to the Hotel de Ville. Soldiers are fraternizing openly with the population. The National Guard, called out to prevent violence, are fraternizing in sympathy with the popular movement. A revolution has been accomplished, thus far without bloodshed, almost without disorder, and Paris, so much dreaded in political crises, seems to have been actuated singly by a determination to get rid of an incapable despot, and to expel the Germans from the soil of France. We cannot yet feel certain that the republic, proclaimed with so much enthusiasm, is really established, though for the sake of France and civilization in general we earnestly trust that it will be. The country has yet to pass through humiliations and perhaps to suffer fresh military disasters, and the party under whose rule these misfortunes come must bear the brunt of the popular bitterness.

The great battles at Beaumont and Sedan, which led to these stupendous changes in France, are the subject of a narrative from our special correspondent more complete than any similar account ever transmitted by ocean telegraph to any newspaper in the world. The same correspondent sends us an authentic explanation of the purposes of Count Disbrow in the hour of victory, and tells for the first time what the Prussians mean to do with their triumph. Alsace and Lorraine are not to be separated from France; Prussia does not covet provinces which would never be satisfied or loyal under her domination; but Metz and Strasbourg, the gateways of the empire, are to be held by the victor as pledges of peace. The significance of such a demand we need not point out. With those two fortresses in her hand, Prussia will have France almost at her mercy.

And now comes a rumor from Florence, credible but not perfectly authenticated, that Italy has begun to play her part in the great European transformation, and announced her intention of taking immediate possession of Rome. The completion of Italian and German unity may thus be celebrated together, the coronation of two great nationalities be solemnized with the downfall of the despotic power which has been their persistent enemy.

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INSURANCE COMPANY OF NORTH AMERICA. JANUARY 1, 1870. Charter Perpetual. Incorporated 1794. CAPITAL \$2,000,000 ASSETS \$2,788,851 Losses paid since organization \$28,000,000 Receipts of Premiums, 1869 \$1,991,837.25 Interest from Investments, 1869 \$114,906.74 \$2,106,834.99 Losses paid, 1869 \$1,036,836.94 STATEMENT OF THE ASSETS. First Mortgages on City Property, \$766,450 United States Government and other Loan Bonds, 1,123,540 Railroad Bonds, 55,708 Cash in Bank and Office, 247,620 Loans on Collateral Security, 52,658 Notes Receivable, mostly Marine Premiums, 231,844 Accrued Interest, 20,257 Premiums in course of transmission, 85,198 Unsettled Marine Premiums, 100,000 Real Estate, Office of Company, Philadelphia, 30,000 \$2,788,851 DIRECTORS. Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, William Walsh, S. Morris Wall, John Mason, George L. Harrison, Francis R. Cope, Edward H. Trotter, Edward S. Clark, T. Charlton Henry, Alfred D. Jessup, Louis C. Madeira, Charles W. Cushman, Clement A. Grosvenor, William Brooks, ARTHUR G. COFFIN, President. CHARLES PLATT, Vice-President. MATTHIAS MAES, Secretary. C. H. HERVEY, Assistant Secretary. 34

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ESTABLISHED 1808. Paid-up Capital and Accumulated Funds, \$8,000,000 IN GOLD. PREVOST & HERRING, Agents, 48 No. 107 S. THIRD Street, Philadelphia. CHAS. M. PREVOST CHAS. P. HERRING SHIPPING. FOR LIVERPOOL AND QUEENS. The CHAS. M. PREVOST Line of Royal Mail Steamers are appointed to sail as follows:— City of Cork (via Halifax), Tuesday, Sept. 6, at 1 P. M. City of Antwerp, Thursday, Sept. 8, at 1 P. M. City of London, Saturday, September 10, at 2 P. M. City of Brooklyn, Saturday, Sept. 11, at 10 A. M. and each succeeding Saturday and alternate Tuesday, from pier No. 43 North Front Street. RATES OF PASSAGE. Payable in gold. Payable in currency. First Cabin, \$75. Steerage, \$30. To London, 50. To London, 35. To Paris, 30. To London, 30. To Halifax, 20. To Halifax, 15. Passengers also regularly every Saturday from Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's office. JOHN G. DALE, Agent, No. 16 Broadway, N. Y.; Or to O'BONNELL & PAUL, Agents, 45 No. 402 CHESTNUT Street, Philadelphia.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington. The CHAS. M. PREVOST Line of Royal Mail Steamers, with connections at Alexandria from the most direct route to Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly every Saturday at noon from the first wharf above Market Street. Freight received daily. PASSENGERS TO WILLIAM P. CLYDE & CO., No. 14 North and South WHARVES, HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 61 DELAWARE AND CHESAPEAKE STEAM TOWNSHIP COMPANY. Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. WILLIAM P. CLYDE & CO., Agents. Office, No. 12 South Wharves Philadelphia. 4111

SHIPPING. LORILLARD STEAMSHIP COMPANY. FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY. are now receiving freight at FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION. INSURANCE ONE-EIGHTH OF ONE PER CENT Extra rates on small packages, iron, metals, etc. No receipt or bill of lading signed for less than fifty cents. NOTICE—On and after September 15 dates by this Company will be 15 cents per 100 pounds or a cent per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN P. O'NEILL, 281 PIER 11 NORTH WHARVES. THE REGULAR STEAMSHIPS OF THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALLOWED to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company. ALFRED L. TYLER, Vice-President So. C. R. R. Co. PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following first-class Steamships, sailing from PIER 11, below Spruce street, on FRIDAY of each week as follows:—ASHLAND, 800 tons, Captain Crowell. J. W. EVERMAN, 600 tons, Captain Hinckley. SALVOR, 600 tons, Captain Ashford. SEPTEMBER, 1870. J. W. Everman, Friday, Sept. 2. Salvor, Friday, Sept. 2. J. W. Everman, Friday, Sept. 16. Salvor, Friday, Sept. 16. Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest. Freight forwarded with promptness and despatch. Rates as low as by any other route. Insurance one-half per cent, effected at the office in first-class companies. No freight received nor bills of lading signed on day of sailing. SOUDER & ADAMS, Agents, No. 3 Dock Street. OR WILLIAM P. CLYDE & CO., No. 12 S. WHARVES. WILLIAM A. COURTNEY, Agent in Charleston. 624

PHILADELPHIA AND SOUTHERN RAILROAD COMPANY'S MONTHLY LINE TO NEW ORLEANS. THE ACHILLE will sail for New Orleans direct, on Tuesday September 6, at 8 A. M. The YAZOO will sail for New Orleans, via Havana, on Tuesday, September 6. THROUGH BILLS OF LADING at low rates as by any other route given to Mobile, Galveston, Indianola, Lavaca, and Brazos, and to all points on the Mississippi river between New Orleans and River View. Bills of lading reshipped at New Orleans without charge of commission. WEEKLY LINE TO SAVANNAH, GA. THE TONAWANDA will sail for Savannah on Saturday, September 10, at 10 A. M. THE WYOMING will sail from Savannah on Saturday, September 10, at 10 A. M. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Tennessee, in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at low rates as by competing lines. SEMI-MONTHLY LINE TO WILMINGTON, N. C. THE PIONEER will sail for Wilmington on Friday, September 10, at 10 A. M. The PIONEER will sail for Wilmington on Wednesday, September 10, at 10 A. M. Connects with the Daily River Steamer Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to interior points. Freight for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at equal rates as by any other route. Insurance effected at low rates. Bills of lading signed at New York wharf on or before day of sailing. WILLIAM L. JAMES, General Agent, No. 120 South THIRD Street. 611

PHILADELPHIA, RICHMOND, AND ANNE ARUNDEL STEAMSHIP LINE THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. THROUGH FACILITIES AND REDUCED RATES. Steamers leave every WEDNESDAY AND SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET STREET. Leave RICHMOND MONDAYS AND THURSDAYS, and NORFOLK TUESDAYS AND SATURDAYS. No Bills of Lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, Va., with the Virginia, Tennessee, and West Virginia, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight handled BUTTONE, and taken at LOWER RATES THAN ANY OTHER LINE. No charge for unloading, storage, or any expense of reefer. Steamships leave at low rates. State Room accommodations for passengers. Tickets received daily. State Room accommodations for passengers. WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 11, N. WHARVES. W. P. CROWELL & CO., Agents at Norfolk. T. F. CROWELL & CO., Agents at Norfolk. 614

FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. STEAMERS SWEET'S RIVER TRANSPORTATION. DISPATCH AND SWIFTEST LINES. Leaving daily at 12 M. and 5 P. M. The greatest proportion of this Company will commence loading on the 9th of March. Through in twenty-four hours. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 120 SOUTH DELAWARE AVENUE. 41

FOR NEW YORK OR BALTIMORE VIA DELAWARE AND RARITAN CANAL. EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the line will commence loading on the 5th instant, leaving day as usual. Through in twenty-four hours. Goods forwarded by all the lines going out of New York, North, East, or West, free of commission. Freight taken on accommodating terms. WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE AVENUE. JAMES HAND, Agent, No. 119 WALL Street, New York. 543